



LOTUS & Clubman Notes



THE OFFICIAL MAGAZINE OF LOTUS CLUB VICTORIA AND LOTUS CLUB QUEENSLAND

FEATURES

- Quokka Talk: WA's Lotus Scene
- Macedon Meanderings
- Tasmanian Road Trip
- Mt Cotton Hillclimb
- Round 8 Super Sprint Phillip Island



HARROP PERFORMANCE CENTRE

Leveraging our partnership with Lotus Cars Australia, Harrop Performance Centre offers Victorian Lotus enthusiasts comprehensive knowledge and experience for every requirement from general servicing through to performance enhancements.

Harrop is the OE supplier to Lotus Cars UK for supercharger systems and an Authorised Service Centre for Lotus Cars, boasting a modern workshop and dyne facility within Preston HQ.

Contact Harrop Performance Centre for more information on engineering performance for your Lotus.



Vehicle servicing & maintenance

Insurance claims & body repairs

Brakes, Suspension & Driveline

General mechanical repairs

Track specific chassis setup

Induction, Exhausts & Superchargers

f HARROPPERFORMANCE

W: HARROP.COM.AU

P: 1300 HARROP

E: LOTUS@HARROP.COM.AU



If you own a Lotus then you know you own a truly exceptional machine which provides you with an incredible motoring experience. No other vehicle gives you the feeling you get when you're behind the wheel of this iconic car.



So when your Lotus needs body repairs or refinishing, it deserves the exceptional care and experience of File Finish. Only File Finish has worked extensively in Australia for many years and **we believe we still offer the best Lotus repairs in the country.** Our knowledge of composite and fibreglass Lotus repairs is second to none. We always use exactly the same techniques we learnt in the Lotus factory for bonding, repairing and spraying. When File Finish repairs your Lotus you can be certain it will get the exceptional care it deserves. Call us today for an obligation free quote.



File Finish

PRESTIGE CAR REFINISHERS

03 9415 8181

www.filefinish.com.au

Your Lifetime Partner in Prestige Vehicle Repairs

180 Christmas Street, Fairfield, VIC | contactus@filefinish.com.au

FEATURES →

- 05 Quokka Talk: WA's Lotus Scene
- 08 Macedon Meanderings
- 10 Tasmanian Road Trip
- 12 LCQ Day Run
- 14 Morgan Park Round 4
- 16 Timed Laps – Lakeside Driver Training Centre.
- 18 Less is More!
- 20 Mt Cotton Hillclimb
- 22 2017 MSCA
- 22 Round 8 Super Sprint Phillip Island
- 24 All British Day
- 26 LCV Auto Challenge
- 28 The Lotus Europa
- 30 HSCC Khanacross

REGULARS →

- 02 President's Waffle
- 03 President's Message
- 31 Classifieds



Artistic bonnets.
Photo: Dick Reynolds

LOTUS CLUB VICTORIA

COMMITTEE

PO Box 79, Hawthorn Business Centre, VIC 3122
LCV Website: www.lotusclubvic.asn.au

President	Damian Hartin	president@lotusclubvic.com.au
Vice President	Ian d'Oliveyra	ian@lotusclubvic.com.au
Treasurer	Kevin Neville	treasurer@lotusclubvic.com.au
Secretary	John King	secretary@lotusclubvic.com.au
Other members	David Buntin	david@lotusclubvic.com.au

LOTUS CLUB QUEENSLAND

COMMITTEE

16 Julia Street, Fortitude Valley QLD 4006
LCQ Website: www.lotusclubqueensland.com

President	Clive Wade	president@lotusclubqueensland.com	0418 196 570
Vice President	Shane Murphy	smmurphy@tpg.com.au	0413 616 169
Secretary	Robert Stevens	secretary@lotusclubqueensland.com.au	0417 887 831
Treasurer	Daryl Wilson	treasurer@lotusclubqueensland.com	0418 711 227
Hon Solicitor	Ken Philp	kphilp@bennettphilp.com.au	(07) 3001 2902
Magazine Coordinator	Shane Murphy	editor@lotusclubqueensland.com	0413 616 169
Web Master	Vyvyan Black	webmaster@lotusclubqueensland.com	0417 646 202
CAMS Delegate	Dick Reynolds	dickrlds@gmail.com	0419 791 326
Social Committee	Peter Upham	socialsec@lotusclubqueensland.com	0428 788 926



For any last minute updates check your State's website!

www.lotusclubvic.asn.au

www.lotusclubqueensland.com



President's Waffle

By CLIVE WADE, President, LCQ



Month after month, I think this is the 3rd month, I've espoused the joys of Lotus ownership in Queensland during the winter and spring months. And for September and October, we couldn't have ask for better! Since I last put pen to paper (err, tapped away on the keyboard) mid-September the club has enjoyed glorious weather for all of our events, keeping all takers happy.

Now, before I get lost in the past 4 weeks, or what we'll be up to for the next 4 weeks, I need to make mention of 1 very important future event:

Pencil in 26 November! Put the magazine down right now and write in your diary or calendar or both: 26 NOVEMBER 2017.

26 November is our CHRISTMAS PARTY!

This year we are holding a lunch and afternoon party at Royal Queensland Yacht Squadron.

We will be lunching together overlooking the rigging lawn and one of the best views of Manly Boat Harbour whilst listening to Vyvyan Black doing jazz with "The Recliners".

On the rigging lawn we'll be watching the billy lids playing, along with ourselves expertly(?) playing either bocce or boules or a combination of both, dependant on our in-house expert opinions on lawn bowls.

One thing is for certain though, we are going to enjoy a fabulous afternoon, as we do every year.

As we have done for the last few years, and with many appreciative thanks to the DTC, the day's cost will be funded by LCQ for financial members and their immediate family (spouse/partner and off springs). The only cost for each member will be your drinks bill.

So write it in now:

26 November: LCQ Christmas Party

As mentioned above, the last four weeks have seen us busily doing Lotus stuff as only LCQ can do. As alluded to last month, many of us have joined together for one or two, or in some cases, many events.

Morgan Park Sprints Round 4 was a hoot, everyone who attended came away tired and smiling. The Mt Cotton Hill Climb rewarded the enthusiastic with personal bests, though one member, who shall remain nameless, was seen kissing the armco in his enthusiasm, but, when there is a PB involved, who cares, the kiss was only superficial. Our monthly meeting was at Lotus Cars Qld showroom where once again Scott Robinson for Motorline hosted the evening. What an incredible display of Lotus both inside the showroom and out.

The day run was certainly an Early Morning Run with 16 cars, 32 people, arriving in Cooroy at 8:00am for one of the best breakfasts ever! Just goes to show not everybody sits glued to the tele enthralled by taxis being belted around a hill near Bathurst.

Today, as I sit here and write, a few of the boys are at Willowbank doing the HSCC Motorkhana in pouring rain.

Sadly, the last event for October has been cancelled due to the disgruntled neighbours of Norwell Performance Driving Centre having the facility closed down due to excessive noise. This was to have been Round 8 of the Inter Club Challenge. How sad to be losing one of the best driver training facilities in Australia, just because people bought nearby, when it had been long established in an out of the way place bothering nobody... Neighbours: 1, Driver Training: NIL

There seems to be a theme here, for November has been amended for similar reasons.

November brings us:

05 November: Mt Cotton Driver Training Skid Pan Day: CANCELLED The proprietors will no longer accept car clubs at the skid pan due to possible noise. Sound familiar?

05 November: Lunch & Go Karting at Yatala: We are currently putting together the details on this. However, it is booked, and as it is the replacement to the skid pan, it will still be partially subsidised by LCQ

07 November: Monthly meeting at Shannons

11/12 November: Noosa Hill Climb

12 November: Inter Club Challenge Round 8 – HSCCQ Motorkhana

26 November: LCQ Christmas Party Lunch at RQYS

Sadly the Noosa Hill Climb and the ICC Motorkhana clash, but that can't be helped considering that both events are run by different organisations which are a good 200 kilometres apart.

And on that note, as ever,
I bid you cheerio for this month,
Happy motoring & keep safe,

Clive



Next LCQ Club Meeting

TUESDAY 7TH NOVEMBER 2017

7.00 FOR 7:30 pm, PIZZA 7:15-ish

Shannons Insurance, Unit 5B,
West End Corporate Park,
305-313 Montague Rd, West End

President's Message

By DAMIAN HARTIN, President LCV

The year is almost done, and for some reason, it still surprises me that they come and go so quickly. There is however, still plenty of time for a number of great events, so keep an eye and ear out for invitations that I'll start sending via email soon.

This will be a brief update from me, I wanted to give you all the current standings for the LCV Championship and also bring to your attention once more, the future of this magazine.

As you should all know by now, both Peter Hill and Peter Murray, who have been the editors for the last three years, have decided to hang up the keyboard at the end of this year. After a number of conversations with various members (both locally and interstate) we are yet to find a replacement for them.

To state simply what that will mean: as of 2018, we will no longer have a monthly magazine, hard copy or electronic.

Life is full of change, and if no one is willing to take on the responsibility of managing the monthly publication, then change is what we will have. That is not necessarily a bad thing, and if you have an interest in being involved in this process, be it to maintain the current offering, or to design a new offering, then I would love to have a chat with you.

Failing that, the committee will continue to have discussions around our communication strategy and I will most likely ask you all for your opinion on what you would like to see moving forward.

OK – onto the LCV Championship. There has been some movement in the leader board and as I said last month, if you feel you are in the wrong category or if I have missed you and/or an event, please let me know.

4NS First Place is currently tied, with Tromp Hofmeyr and Rhett Parker on 50 points followed by Guy Stevens on 45 points.

4NS

4NS: 4 Cylinder, Naturally Aspirated, Factory Standard Cars

	Total Points	No. of Events
Guy Stevens	45	5
Johannes Hofmeyr (Tromp)	50	7
Kristian Cook	27	3
Joshua Robins	10	1
Rhett Parker	50	5

4FS

First Place, Phil Nicolson on 60 points followed by Mike Moore on 39.

4FS: 4 Cylinder, Forced Induction, Factory Standard Cars

	Total Points	No. of Events
Philip Nicolson	60	7
Michael Moore	39	4

4NM

First Place, Lee Gardner on 57 points closely followed by Chris O'Connor on 55 points then David Buntin on 47.

4NM: 4 Cylinder, Naturally Aspirated, Modified Cars

	Total Points	No. of Events
Alec Spyrou	19	2
Chris O'Connor	55	8
Christian Johansen	40	5
David Buntin	47	6
Joshua Robins	29	3
Lee Gardner	57	7
Michael Freeman	11	2



6NS

With a monopoly on the class, Andrew Dovey in first place on 40 points

6NS: 6 Cylinder, Naturally Aspirated, Factory Standard Cars

	Total Points	No. of Events
Andrew Dovey	40	4

L71

Nick Ng, still leading in first place with 57 points, closely followed by daughter Patrina Astbury on 51 points

L71: Clubman Cars 0-1599cc

	Total Points	No. of Events
David Barber	33	5
Robert Lancaster	14	2
Nicholas Ng	57	7
Peter Astbury	40	4
Petrina Astbury	51	6
Peter Buczak	19	3
Stuart King	27	4

L72

Closely fought between Les Bone and Bruce Astbury, both still requiring one more event to qualify

L72: Clubman Cars 1600 - 1999cc

	Total Points	No. of Events
Les Bone	30	3
Bruce Astbury	28	3

>>

L73

Fintan McLoughlin as command of the L73 class, but still needs two events for edibility

L73: Clubman Cars 2000cc and over

	Total Points	No. of Events
Fintan McLoughlin	20	2

R1

Currently led by Michael Bouts on 50 points with Peter Nolan on 30 (needing one more event)

R1: Open Wheelers / Cars on non-road approved tires / Other Cars

	Total Points	No. of Events
Ben Allen	18	2
Brian Buttigieg	17	2
Michael Bouts	50	5
Robert Lancaster	16	2
Stewart Richards	17	2
Nirangjan Nagarajah	10	1
Peter Knight	7	1
Peter Nolan	30	3
Michael Richards	9	1
Chris Cameron	9	1

Outright

Our current outright leader is Lee Gardner on 26 points, followed by David Buntin on 19 and Nick Ng on 10. Everyone else is yet to complete the required two events at Sandown/Winton/Phillip Island. The outright position may come down to the last MSCA round at Winton in November.

Outright	Total Points
Guy Stevens	3
Johannes Hofmeyr (Tromp)	4
Kristian Cook	5
Joshua Robins	0
Rhett Parker	7
Philip Nicholson	7
Michael Moore	7
Alec Spyrou	0
Chris O'Connor	11
Christian Johansen	18
David Buntin	19
Joshua Robins	0
Lee Gardner	26
Michael Freeman	0
Andrew Dovey	
David Barber	2
Robert Lancaster	0
Nicholas Ng	10
Peter Astbury	11
Petrina Astbury	2
Peter Buczak	0
Stuart King	0
Les Bone	
Bruce Astbury	1
Fintan McLoughlin	0
Ben Allen	0
Brian Buttigieg	0
Michael Bouts	19
Robert Lancaster	0
Stewart Richards	0
Nirangjan Nagarajah	0
Peter Knight	0
Peter Nolan	10
Michael Richards	
Chris Cameron	0

That's it from me, look forward to catching up with you at an event soon.



WELCOME NEW LCV MEMBERS:

Wayne Zhou [2017 Exige 380S]
Cat Trinh
Allan Williams



QUOKKA TALK

WA'S LOTUS SCENE



by Eddie Lankhorst

Hi to all Lotus community. It's spring and if you've been hibernating through winter, it's now time to get your Lotus out on the roads and enjoy the experiences that WA and your Lotus has to offer.

The regular Lotus folk of WA have already been out there flying the flag with sprints on Barbagallo, BOAB Meet 'n' Eat, EMR to York and sprints at Collie. So if you haven't taken your car out yet, see the calendar of events below and contact me for further details as we would love to see more cars out and about.

Lastly, next year's Club Lotus WA Wall Calendar is being planned and I am looking for high resolution photos of your car (with or without you). Please email me asap via vicked3095@live.com with your photos... and only the best will do.

OCTOBER

Sun 29th BritFest car display at Claremont Showgrounds

NOVEMBER

Sun 5th Speed Event Series – Jacks Hill Climb

Mon 13th BOAB Meet n Eat at 6pm Kings Park

Sun 19th EMR 8am from Guildford

Fri 24th Go Karting Cockburn (tbc)

Thu 30th Autostrada Track Day at Wanneroo

DECEMBER

Sat 2nd State Speed Event Series at Barbagallo raceway (final round of WA Championship)

Sun 10th EMR and Christmas BBQ at John & Robyn's new home.

Mon 11th BOAB Meet n Eat at 6pm Kings Park



EMR TO YORK – ABANDONED!

by Steve Grobler

Having not made it to an EMR all year due to other commitments, a faulty vacuum pump and some electrical gremlins, I was looking forward to having a run in my Esprit Turbo with the rest of the crew.

Bee and I turned up early to find Wayne enjoying a sausage roll and a coffee from the bakery across the road, so we hit the bakery for a coffee. A nice Vauxhall Viva and a bright orange hotted up (50's?) Holden ute were parked up outside so that was a pleasant distraction. I don't know my EJ from FJ (or whatever!) so I won't hazard a guess as to what model Holden it was!



>>



It wasn't long before Lotuses started rolling in, mainly Elise and Exige of course, but also Andrew's green V8 Esprit, Daryl's red Excel and a red Lotus 911 (the 911 was an honorary Lotus for the day). In the end I counted 12 cars but some say there were 15. I hadn't seen the Excel for a while but Darren gave me a run down on all the work done on it recently – front and rear suspension, new tyres and water pump, so it was looking and running great.

As usual, Eddie was well prepared to lead the run with hand-out notes, navigator Shae and radios to help keep us all together. On the 'start-your-engines' command, Eddie's S1 Elise refused. Dicky fuel pump. So we left it behind and Eddie became lead navigator to Wayne in his Exige. I ended up tail runner after having to fiddle with a bad connection to get my interior ventilation fan to come to life – it was going to be a nice hot day and the aircon was going to be needed! The radios worked really well, enabling us all to keep in touch through the traffic.

I was enjoying winding around at the tail behind the Excel when I started to smell brakes, thinking it must be Darren's Excel. But when smoke started rising from my right front wheel I had to pull off and abandon the run. The radio was helpful in letting Eddie know not to wait for me. After letting the disc to cool down for a while and with some gloves and tools borrowed from friendly locals, I managed to free up the hot and sticky caliper, lubricate the caliper slides with some grease stolen from the wheel bearing and limp home. Frequently sniffing the air for signs of hot brakes. A bit disappointed not to have made it to York, but at least the car was driveable – need to strip and lube the caliper slides next weekend! Note to self – carry some gloves, some WD40 and try to remember that I do actually have the factory tool kit in the boot! Eddie's S1 fired up without any fuss when he returned to pick it up later in the day. So two minor casualties, Littlebit Of Trouble Uncharacteristically Simple J.

EMR TO YORK

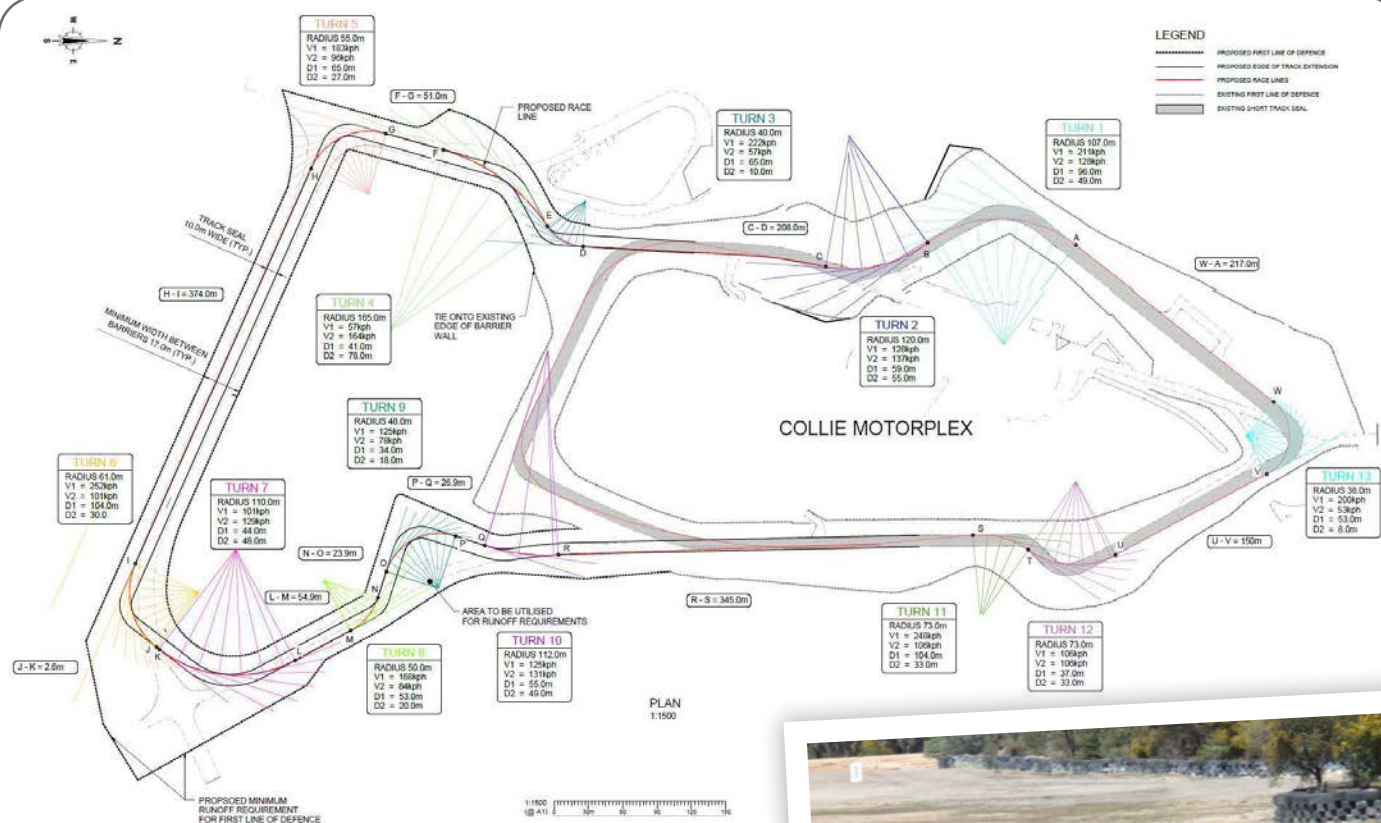
by Karen Watkins

An undeniably perfect Perth morning started at 8:30 from Guildford train station for this month's EMR. At least 14 Lotus's were present coloured red, orange, blue, white, green and black, plus a bright red Porsche. Radios were distributed. We were on the grid, our engines were started. Our engines were started. Our engines were turned off. Drivers were out of their cars. A bonnet was up. Personal effects were removed, passengers relocated. A Lotus was abandoned. A solo Wayne had Eddie as a navigator for the day.

It took us a few goes to get everyone through the initial traffic lights. And then it was game on, losing Steve early with brake problems. Through Helena Valley, waving to locals who (we hoped) were waving back. Past the Parkerville pub, across Great Eastern Highway to Inkpen Road where fast fun began. Until there is that nagging thought or two. "I wonder if there is a radar trap ahead" and "Do I need to go to the toilet?"

And so in to York and stopping at the Flour Mill cafe. Where breakfast is ordered hurriedly before 11am, as the lunch menu preceded. There was talk of failed fuel pumps, understeering at Barbagallo, the weight of batteries and uses for pieces of string. A variety of return roads were taken homewards. Some simply following the breadcrumbs back the way they came. A great day with lots of Lotus fun.





COLLIE MOTORPLEX – SPEED EVENT SERIES

by Keven Fitzmaurice

Rounds 10 and 11 of the WA State Speed Event Series were held at the Collie Motorplex over the weekend of 14th and 15th October. The original schedule was for a hill climb on the Saturday and a sprint on the Sunday, but with work progressing on extending the race track, the hill climb course was not available. Instead two days of sprints were held.

Only two Lotuses were entered, Kevin Fitzmaurice in his Series 1 and Steve Metlitzky in his supercharged S2. Both of us were entered for the Saturday sprint only.

The weather forecast was for a stormy start to the day, clearing to a sunny day. Thankfully, the rain stayed away and it was a warm humid spring day with a dry but slightly sandy track due to the track upgrades. Steve got off to a good start, but admitted to finding it hard to get a feel for the track, and Kevin started cautiously on his new tyres. Steve put in some consistent laps and finished the day with a class win. Kev's times improved steadily, helped by having a slightly faster car to follow. He also took home a class win.

There was a long break after one of the open wheelers had an excursion off track and ripped a wheel off, but the driver walked away unharmed, a tribute to the strength of his homemade car. As usual there was a wide and interesting range of cars at the event, from open wheelers through to Minis, 70's sedans up to modern 4wd turbos and hot hatches.

Looking forward to the next event which is a hill climb at Barbagallo Raceway in early November.



BOAB MEET 'N' EAT

by Eddie Lankhorst

Another fabulous display of Lotus at Kings Park which included a long-time no-see – little bright Yellow Elise and its owner Craig. Our evening run for dinner saw us enjoying a meal at the Wembley Hotel. Was great to see Graeme and Rose join us for dinner.





Chris Series 2 Exige



Euan flashing ankle

EMR 15 October

Macedon Meanderings



Craig, Cameron & Suzanne

by Karen Cairns
photos: Peter Hill & Peter Murray

The fourteen carloads of enthusiasts who arrived at McDonalds in Gladstone Park at 8.30am on Sunday 15th October were keen to enjoy the glorious spring weather that Melbourne had turned on for us, and we were not disappointed as it was ideal for both man and machine. We even managed to convince a new Lotus Exige owner, Chris who had just come along to meet the club, to join us for part of the EMR; we hope he liked what he experienced and will become a new member.

Whilst our numbers were fewer than the previous EMR, this was possibly due to Motorclassica being on at the Exhibition Buildings, with some members attending it in lieu of joining us on our run. However, we still had enough of a cohort of very smart-looking Lotus to attract some photos being taken by admirers before we left the carpark.

In blue skies and sunshine, with planes coming in to land over us, we wound our way around the back of Tullamarine Airport along some superb roads beside cattle grazing, stud farms and blocks of golden canola swaying in the light breeze. In the distance could be seen the rocky outcrop rising from the plain, which was to be our final destination.

As we made our way through national park forest past ancient, towering gums, it was easy to enjoy the beauty of both nature and machine. The 'Top of the Range Tearooms' at Mount Macedon proved to be a welcome morning tea stop with huge scones enjoyed by those who were a little peckish. A short walk to the Memorial Cross to gaze over the valley below proved irresistible for some and, hence, it was a leisurely stop before some continued on the journey to our lunch destination. Others, Cris Johansen, our guest Chris, and Peter and Sandra Hill, waved farewell and dispersed to other engagements.

Our journey then took us on a scenic tour of the Macedon Ranges skirting many popular rural townships and admiring the trees in full blossom and huge rhododendrons in full bloom before eleven of us arrived at Olive Jones Restaurant in Macedon for a delicious lunch. As we relaxed under the flowering cherry blossom tree in the courtyard, the mellow tones of the singer and guitarist amidst the hum of conversation made for a very pleasant afternoon.

Thanks must go to Rod Nash for preparing the first half of the EMR and to John King for preparing the second half. It was the first time that Rod had prepared an EMR so he was a little nervous about it, so it was thrilling to



Bruce Dickey



Peter, Bill & Bruce



Peter & Iain



Coffee stop at Mt Macedon



Heading off for the second leg



Crossing Emu Creek

hear members comment on how much they had enjoyed driving on some new roads. Well done Rod. John King was absent from the run as he was on an interstate road trip but, in typical John style, we were not far from his thoughts and he rang after the EMR to see how it had all gone. It went very well, John; thanks for asking and we wish you a safe drive home.

Thanks must also go to our intrepid photographers, Peter Hill and Peter Murray. Who spotted them at the start then crouching next to the

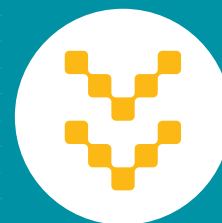
road near the Macedon Cross with camera in hand ready to snap some action shots as we approached not just on one, but on two occasions. A touch of David Attenborough in their blood I think!

This EMR was the perfect antidote to what seemed a longer, colder and wetter than usual Melbourne winter, allowing us to shake out the cobwebs and bask in an absolute gem of a Melbourne spring day. Marvellous Melbourne for man and machine; here's to much more of it.



Big delay at the Woodend level crossing

TASMANIAN ROAD TRIP



story & photos: Peter R Hill

After I had booked the air tickets for our two week holiday in Tasmania I discovered that there was an Historic meeting at Baskerville on the weekend of the Sunday we arrived. I thought about it, but then decided that suggesting we head to the track from the airport, rather than start our trip east with a visit to a winery, was unwise, so there was no motoring interest until we reached Launceston.

I'm at a loss to understand how a State museum or gallery can be called "National" but it seems to be accepted, so learning that the motor museum in Launceston was The National Museum of Tasmania didn't come as a surprise. The museum has been at its current city location for 11 years but we were informed that it is due for a move across town in 2018.

The Cimitiere Street location and facilities are very good with a large well-stocked shop at the front, with all manner of books, videos, magazines, signs, models and memorabilia. In fact, the shop alone is worth the visit. There is a showroom to display featured cars at the front of the shop.



Launceston Museum



The staff are all volunteers, as is the Board of this not-for-profit concern. When you pay your entry fee you're given a washer, officially known as a token, which you use to release the turnstile at the museum entrance. I like that.

The front of the museum proper is used for themed displays. When we were there the theme was Japanese cars. An early MX5 with a body influenced by the style of the Ginetta caught my attention as did an NSX, although it was in an awful colour that I can't find words to describe but I can't believe the factory was responsible.

In total there are more than 40 cars displayed plus a mezzanine floor with a similar number of motorbikes. Sadly, there were no Lotus to view but amongst the cars displayed was an Alfa Romeo, an Alfa Romeo 6C 2300B 1938 and a 1937 Jaguar SS100.

All the cars on display are privately owned, most by Tasmanians, but some are loaned from other Australian museums. This is a tidy museum that is worth a visit when you are in Launceston.

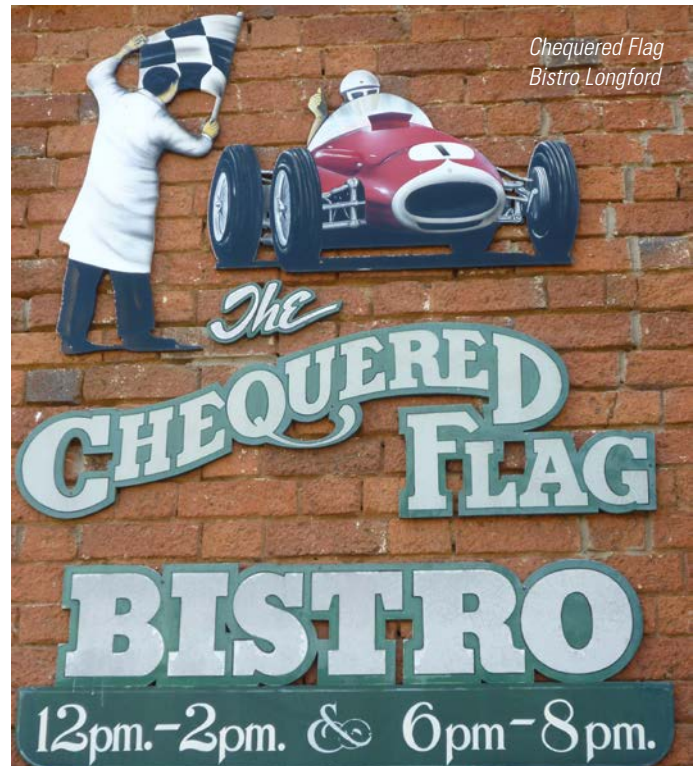
When we left Launceston we headed south to Longford to seek out the old track and have lunch in the Chequered Flag Bistro in the Country Club Hotel, which marked a tricky corner on the track. Lex Davison hit the pub wall during a race, extracted himself from the car and went into the bar for a drink. Legend has it that he didn't have any money in his overalls but the publican thought he had earned a drink on the house. Now the bar is named after him. Timmy Mayer, who drove for Bruce McLaren was not so lucky and was killed on exiting the same corner.

The person in the tiny information centre was very helpful and gave us a map of where the old circuit ran. Tracing the circuit is best done on foot as the roads have changed and, in some instances, disappeared. We drove part of it then went in search of any remnants of the infamous old bridge, but it seems that it is long gone. Then we repaired to the pub, which is full of old photos and copies of news clippings plus other memorabilia. The pub is pretty ordinary but despite being the only people lunching there the food was good pub fare and the barman was friendly. An Ausca sports car sits in a specially created window so it can be seen by passing traffic on the main road.

The pub is worth visiting just for the memories that the old photos bring back. It's hard to believe that drivers risked their lives on tracks like Longford, but of course in those days that was the norm. On a fine day it would be fun to walk around the route of the old track.



Michelin Man in the 'no smoking' area



Jag SS100 1937



MX5 Pit Crew Racing interpretation



English vehicles with French tastebuds



Smurf at the drivers' briefing

LEOQ DAY RUN Sunday 8 October 2017



Lotuses as far as the eye could see

by Peter Upham
photos: Gloria Wade



Welcome mat

Clive and Gloria Wade organised this run, and the meeting point was at the Caltex at Carseldine. The bad news was that it was at 6.30 am. I try very hard not to even be awake at that time on a Sunday morning, so getting there on time was difficult, but definitely worth it given our breakfast venue.

Obviously a lot of others felt the same way, as we had 16 cars and 32 people arrive in time for the 7.00 am (ish) departure.

The first stage was simply a run up the highway called Bruce, with Clive and Gloria in the lead and Norma and I at the tail. Our destination was Maison de Provence in Cooroy. They don't normally operate on Sundays and Mondays, but were opening specially to provide us with breakfast. And what a magnificent breakfast it was. They also gave us samples of some of their delicious pastries, which were just a taste of the magnificent range on offer when they are open for normal business.



Church before breakfast?

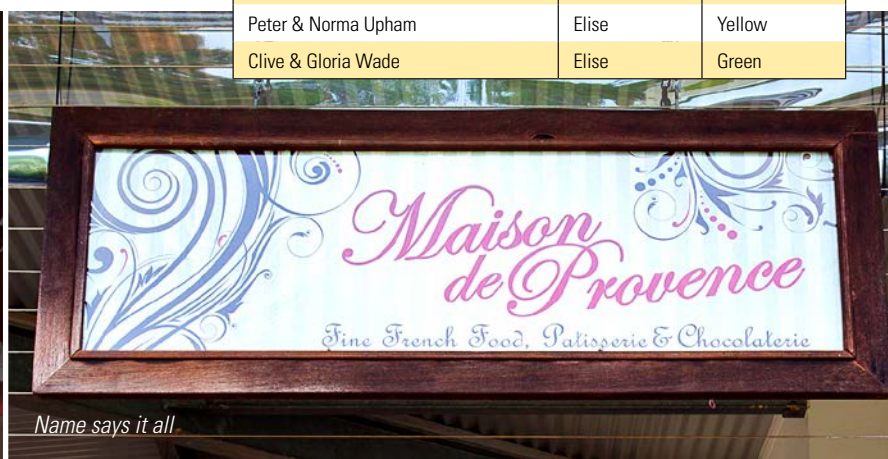
We probably spent longer than intended at Cooroy (with good reason), and we had a long way to our morning tea stop at the Mary Cairncross Scenic Reserve at Maleny, so Clive and Gloria set a fairly brisk pace, west by back roads almost to Kenilworth, then up the Obi Obi Road to Mapleton where we stopped to regroup. Then on along the Blackall Range to the Mary Cairncross Park.

It seems that most of Australia had the same idea, so the car park was full, and cars had spilled out onto the road for some distance. No way were we going to park 16 cars, so on we went towards Kilcoy. Unfortunately Norma and I had to head for home at this point, but the remainder went on to Kilcoy, then around Somerset Dam and up the back of Mount Glorious. From there they descended to Samford, and a late lunch at the Flying Nun Café, arriving about 2 pm. I am told that the lunch was excellent, and all enjoyed the day.

Thank you very much Clive and Gloria for organising an excellent run. And I can thoroughly recommend a return visit to Maison de Provence.

Attending were:

Greg & Chris Bray	Elan	Blue
Naresh Dayananda & mate Troy	Exige S	Green
Peter & Leanne Drane	Elise	Blue
John & Jenny Flynn	Elise	Blue
Mike & Maggie Goodfellow	Elan Plus 2	White
Phil & Gail Hart	Elise	Silver
John & Debbie Mactaggart	Evora 400	Red
Barry Mather & Jess	Exige S	White
Colin & Robyn McKay	Elan	Green
Rob & Tracey Preslmaier	Elise	Yellow
Richard & Susie Probert	Elise	Silver
Johan Rensenbrink & Katarina	Elise	Silver
Darryl & Tania Ringuet	Exige	Orange
Andrew Row & Brydie	Exige	Titanium
Peter & Norma Upham	Elise	Yellow
Clive & Gloria Wade	Elise	Green





by Clive Wade



Morgan Park Round 4

Last round of the year and what a brilliant way to end a year of non-competitive competition! Some of the best weather in years, maybe a little on the warm side, but, it suited the cars with track temperatures being perfect. All LCQ participants went home smiling having managed eight runs on the longest circuit; Circuit K being 3.2 km long and very fast.

PB's were the order of the day with many falling time after time for virtually everyone.

Geoff Noble got faster again! If you could ever believe that to be possible. Garry Pitt was so fast in the naturally aspirated Honda we all checked in the boot to ensure there wasn't a turbo charger hidden away. After all, considering his record of evil antics years ago, when he turned up at a Lotus Only Track Day, without telling anyone who didn't need to know, that a Honda had replaced his Rover motor, who could blame us for checking... Once bitten twice shy as they say.

The supercharged Toyota lads, Martin and Darryl, battled away feverishly all weekend, knocking their PB's over time and again.

The big surprise was John Flynn! Now John is a quiet chap at the best of times, and he has obviously been stealing leaves from Garry's book, though when a quiet chap who normally turns up in his trusty old S1 Elise turns up Friday afternoon in the loudest, blue, S3 Elise, sporting 220bhp of Toyota's best, one can hardly expect the boys not to notice. John certainly surprised us all, though it wasn't quite as subtle as Garry's aforementioned antics. Well done John, and we are all looking forward to the future outcomes when the "good bits" arrive from the UK.

Holding the pride of Lotus of years gone by was Vyvyan in his immaculate Elan Plus 2. Vyvyan could never be expected to match the performance of the modern, and virtually not quite stock Elise/Exige mob, but Vyvyan drove the Plus 2 to a 1st in class in a 1st class car.

Then there is Joe in his magnificent Lotus Duratec Elise. Now some years ago Joe sidled up to me and said, quote: "My first task here is to knock you off, you old fart". And it wasn't long before he had. And so the battle has been fought and re-fought many times over for a good eight years, often Old Man Time only able to separate us by just 0.007 of a second.



Plus 2 in some fast company



Darryl Ringuet



Geoff Noble in the pits



A British Racing Green MGA



Garry Pitt's Elise

Sometimes Joe has nailed me by embarrassing numbers of seconds, but whatever, we have built a wonderful friendship throughout. So I'll only say one thing... Suck it Joe. ☺

The weekend's results (23/24 September 2017):

Name	Car	Fastest Time Circuit K	Time Diff. from Geoff	Time Diff. from Predecessor
Geoff Noble	Lotus Elise S2 SC Honda Engine	03:54.712	0.000	
Garry Pitt	Lotus Elise S2 NA Honda Engine	04:14.707	-19.995	19.995
Darryl Ringuet	Lotus Elise S2 SC Toyota Engine	04:17.717	-23.005	3.010
Martin O'Brien	Lotus Elise S3 SC Toyota Engine	04:20.835	-26.123	3.118
Clive Wade	Lotus Elise S1 NA Honda Engine	04:26.852	-32.140	6.017
Joe Arico	Lotus Elise S2 NA Ford Engine	04:28.311	-33.599	1.459
John Flynn	Lotus Elise S3 SC Toyota Engine	04:58.450	-63.738	30.139
Vyvyan Black	Lotus Elan Plus 2	05:23.598	-88.886	25.148

Of course sprinting is only part of it. We all arrived in Warwick feeling a little tentative. Why? Well, the Chevrolet Clubs of Australia were holding their annual get-together in Warwick, and our regular digs had long before been booked out. Our wonderful B&B lady, Yve, however had assured us we would not be homeless, and homeless we weren't. Though a little spread across the community we were all well looked after, and we managed to be all together for dinner each night. Some of us were invited to stay with the Chevrolet folk at the B&B, myself included, where I enjoyed their welcoming hospitality, inviting me to join them in everything; pre-dinner, dinner and breakfast. Some of them joined us for Saturday night where we got on famously. Only goes to show, all car enthusiasts are interested in the same common pleasure; a chosen marque of whatever, and a good time.

It would also be remiss of me not to mention the major event for the Chevie Club – the Saturday Night Street Cruise. If anything could have been totally '50s this was it. Quite spectacular to see hundreds of highly polished Chevys burbling up and down the main street!

It was so '50s it was a wonder the ladies were allowed in the public bars for the night. ☺

A pristine '57 Chevy lurks in the garage at Yve Stock's Pitstop Lodge



A curvy 50s Chevrolet was just one of the many Chevy's that graced the streets of Warwick on Saturday night



Waiting behind the pack for the starter

Interclub Challenge Round 6

Timed Laps – Lakeside Driver Training Centre

by Jon Young

photos: Dick Reynolds & Shane Murphy



Gary

The last DTC of the year was marked with record entries (65) limited by paddock space and the need to give everyone the best number of runs for the day. The event doubled as one of the interclub challenge events, so it was not surprising that numbers were up. Unfortunately, a few very late attempts at entry meant that for the first time we had to turn drivers away, so make sure that you are early next season!

As always, it was run under "management by Daryl" rules, which basically means his minions have to be at the track early to set up the timing gear, do the scrutineering, get the paperwork fettled, put out the cones, and get the paddock in some semblance of order. All these jobs tend to fall to the usual suspects, who have got the procedures down to a fine art. That means we get the earliest possible start.

We all have to take off our hats, caps, scarves and Himalayan woolly bonnets to Daryl and Gail Hart, not just for the organisation, but for the seamless starting and time-keeping, giving all the drivers six runs in the day.

The DTC was initially feted as non-competitive, which took about 60 secs in the first event held, to become a fiercely-contested battle with lots of informal sub-classes. All gloves came off when it became a round of the interclub challenge, though off the track, the camaraderie is outstanding.

Needless to say that the first car on the track (Ken Graham's Datto) immediately told us that the track was quick and no prisoners were going to be taken. The first twenty cars are always the guinea pigs, sweeping up the dust

and cleaning up the driving line, and this day was no exception, with one or two little fluffs. No damage – as expected, this has to be one of the safest tracks with plenty of run-off and not too much to hit.

So run one ended with a spread of about 2.5 seconds between the first fifteen cars. This didn't actually change much across the day, ending with the 2.5 second gap covering the first eleven cars. The only thing that changed here was the order, which bounced around as drivers tried different approaches to get more grip, better starts and generally go quicker.

I loved watching the Fiesta being driven by Jason and David Holman. It didn't look as though it knew whether to squat like a lady dog or lift a leg, depending on who was driving!



Lloyd



Daryl laying down the rules





Tyre warmers



Cool Grid



Lunch time



Peter Q



Storms a-brewing



Jon and Dick



Con, Paul, Scott and Clive



Spectators

Some of the best three wheel driving I've seen for a while, most entertaining.

The other fascinating entry was the BATT Mobile special of Greg Aldering. As the name suggests it is all electric and it acquitted itself well. Somewhat uncanny to only hear the drive train as it (didn't literally) roar off the start line. At least this was the DTC contribution to keeping emissions down, and checking the interweb confirmed that nobody had accused us of killing any polar bears.

One of the innovations that Daryl has instituted is the live timing that he has managed to broadcast on telephones. I have no idea how this works, but suspect some kind of witchcraft. Either way, next time we run a DTC, you can all follow the progress. We shall have to make sure the link is published prior to the event.

It's interesting that even with this wizardry, a clutch of drivers still surround the timekeepers, though I suspect it's more to do with gossiping and sledging than simple record-keeping.

Anyway, back to the running. Times were generally dropping through the day, with mini rivalries keeping the drivers on their toes.

The top eight cars were fearsome beasts, with huge grunt that got them to the first corner some seconds quicker than the rest of the mere mortals, which kept them in the lead all day. But all is fair in love and war, as they say. It was really when Geoff Noble put on some slicks that it became clear who would take the honours of the day. Of course he immediately dropped 0.75 seconds, and when the tyres came on, another 0.4 seconds on his previous times, to claim first place overall.

As for the rest of us, well, we all had a great day, overjoyed with getting a new PB, overcoming the frustrations of not being able to improve, being able to drive our cars home, finding a new way of getting around the track, and getting our club a few more points in the interclub series.

Just for the record, quickest time was 45.143 seconds (Geoff) which I think is the record on this track.

The only way I will get to beat this time is if I claim an old age concession.

The absolute truism is that the DTC is widely acclaimed as an event not to be missed, and we are all looking forward to the next round of DTCs next year. So if any of you are in QLD when they are scheduled, make a point of joining in.



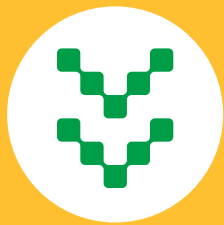
Dick



Timing crew



Tyre time



LCV Club Challenge Less is More!

by Joshua Robins

photos: David Buntin & Lee Gardner



Team Trailers



Club facilities Haunted Hills



Our team



The BIG Cheque

I think CAMS have a soft spot for the Lotus marque when they came up with the idea of the Club Challenge event, because on paper it's right up our alley.

The CAMS club challenge is a series of State-based hill climb challenges for teams from recognised cars clubs. The challenge pits various cars against each other in a team format in a bid for Club bragging rights, and cold hard cash winnings of \$2500 for first, \$1500 for second and \$800 for third.

After convincing the LCV hierarchy that this would be the best get-rich-quick scheme ever devised, all the while showcasing the club, we paid the entry fee and hatched a plan to come up with a team.

Using the recent LCV run Motorkhana day to get expressions of interest, a motley team of five LCV misfits, namely Min "Supercharged" Chan, David "Hooters" Buntin, Joshua "Clockwork" Robins, Duncan "I also drive a Volvo" Nuttall, and Lee "When's Lunch?" Gardner, was quickly cobbled together.

The Victorian event was held at the aptly named Haunted Hills (Bryant Park) hill climb. This track has a deserved reputation for gobbling cars up and spitting them out, particularly into tyre walls. This together with the fact that none of the team had been to this track in at least five years, it's fair to say that a number of us were a little nervous in the lead up.

The day greeted us with a typically great Victorian spring day; blue skies and a slight chill

in the air – perfect! Looking around the other assembled clubs and their cars it became quite apparent we were in for a competitive day. That said, we all gave each other a knowing nod – we were in with a chance.

The aim of the event is quite simple. Simply you get ten runs to get as close to class track record for your particular car, with the results converted to a percentage of said record, and averaged for each team to get a team result.

Four of the team were in the "under 2 litre sports car" class, aiming to get as close to the 57.18 second record as we could. Being supercharged, poor old Min was in the "over 3 litre sports car" class, that had a track record so ridiculously quick I can only remember the first two numbers... 52 seconds something.



Yallourn cooling towers – Almost a thing of the past



Duncan gets a congratulatory hug



David Buntin pleased with himself and his Elise



On the start line

The event started with the team taking a conservative approach, using the first couple of runs to "get our eye in". For those first couple of laps, it seemed each team member returned with eyes wide open and gaunt with fear. "Where's the grip?" was the familiar complaint. It would seem our car control skills were in for some serious testing.

By the time lunch time rolled around we had each completed five runs and our collective confidence was growing. The track was gripping up considerably with each of our runs feeling quicker than the last.

At this point we had no idea of how well or not we were doing as times were not being posted. Then the call came over the loudspeakers: "Lunch Break – we have a timing issue". It would eventuate that due to a computer glitch, that required support from Sweden of all places to fix, all the mornings times were lost and only the afternoon of five runs would count. In hindsight I'm not sure if this timing gremlin helped or we were just hungry, but post lunch – team LCV put on a show.

"Hit the Kerbs" became the team mantra as the guys went about lowering their times. Each run being better than the one before it. Despite an "unachievable" class record Min showed his class and went about smashing out some good laps and finishing on a very quick 58.48. Leaving him second in class for the day.

Duncan became metronome-like, his laps times became seriously consistent, ending up with a great time of 62.44. Lee, now fed, clearly had an extra spring in his step as he set about improving 3.5 seconds over the course of the afternoon, posting a best time of 60.13. Meanwhile David seemingly had some sort of an epiphany. For a while now Hooters has struggled to get the true potential out his car and himself on the track. But on this day, David was determined. His goal the 60 second barrier. With each run he got closer and closer and then it happened. 59.35 seconds. Could this finally be the awakening of a giant?

As for Joshua, there is a strange osmosis that takes place when he gets inside his Elise, producing what amounts to a record conquering animal. Within three runs the combination had eclipsed the track record. Not satisfied with that and claiming, "I'm just warming up", Josh then went about bettering his own record a further two more times to set the new class track record of 56.49. Top effort Josh but not the team play is it? Your record only makes it harder for the team to do well next year. Overall, some seriously quick individual times were put down by the team, but given the nature of the event it was hard to gauge how the team had gone overall.

Come presentation time places were read out in reverse order. A collective sigh of relief was

let out by all bar one club for taking out last place Club Audi if you must know. When Team LCV's name hadn't been read out by the time we got to fourth place, we all got a little bit giddy. Had we cracked a place?

To be honest it was important for the team to place at this event, mainly because our West Australian Lotus brethren had cracked a third in their event. We would never hear the end of it if we didn't at least equal them. So when the mighty LCV team was placed second overall and was awarded \$1500 for our endeavours, to say we were all chuffed would be an understatement. I'm not sure any of us had ever received a "Big" cheque before, but let me assure you it's a good feeling. The only problem – how to fit in the car?

First place eventually went to the host club – Gippsland Car Club. But for the LCV Team to only just come second to a team of hill climb specials, who only ever run on this track, was testament to our efforts. Well done lads, next year its win or bust.

Huge thanks to the LCV committee for allowing us to have some fun in the club's name. I'm sure we will all see the fruits of Team LCV's winnings in the coming months as the money is put back into the club to support future social and motorsport events.



Joshua on track



Daryl Morton's Mini



ICC ROUND 7

Mt Cotton Hillclimb

30 SEPT 2017

story & photos: Vyvyan Black



Vyvyan's Elan



Tyre pressures OK

I'm not sure what the temperature gauge registered on the Saturday of the ICC Mt Cotton Hillclimb but it was certainly an unusually hot day, even by Brisbane's heady standards.

That didn't stop a great turnout for this event, though it did see many leave the track before the last couple of runs. There were the usual suspects and, being an InterClub Challenge, a party of Porsches came to play. Pity, because they did a nice job of putting the Lotus Club quartet onto the lower step of the dais. Well done guys... we'll just have to do our best to get on top at the next event.

I think Mt Cotton is the kind of place where a bit of grunt doesn't go astray, especially when it comes to getting up the hills quickly. Talking of the need for grunt, my poor little engine struggled and my novice capabilities meant that I wouldn't be of much help in getting the Club up a rung or two!

This was my third go at the track and I admit I was quite a bit quicker last time. Maybe it was the heat, I don't know, but inconsistency decided it was to be my companion for the day.

This was not the case for our Clubman members who all performed admirably. Dick nabbed a PB

(along with a clip of the Armco), and a Shane Murphy run sliced a big whack off his previous time. I asked what his secret was...

"No real mystery," he said. "You just have to go faster than you think you can! Be braver."

"Hmm, be braver," I thought. "I can do this!"

Little did I know what was to come. I jumped into the Plus 2 with elan (!).

The heat in the cabin was full-on as I waited in line for my next run. The doors on the cars in front of me were waving open and shut as their owners tried in vain to fan some air inside.

Directly ahead of me was Daryl Morton's blue Mini – a highly modified track-only car that goes like stink. I continually needed to wipe the sweat off my hands by patting them on my driving suit. The Mini was as loud as a banshee as Daryl skidded up to the start line. My turn next. "Be braver" I confirmed to myself. Just as Daryl's run was about to end I heard an official yell out... "What the...?!" I looked quickly to see the Mini tumbling along the track.

"Oh my God". I sat on the start line, in the heat, as the medic jumped in his car, and the trucks and rescue guys leapt into action.

Luckily Daryl was only slightly shaken and walked away with a sore arm. Suddenly I realised that my run was about to start. My hands were wet. "Be brave?" Bugger that! I just wanted to get through to the finish without incident. Needless to say, that wasn't my best run!

Here are our results:

	Best time	Place in Class	Place overall
Dick Reynolds	48.30	1	16
Shane Murphy	50.67	2	22
Jon Young	51.08	3	24
Vyvan Black	55.68	1	34



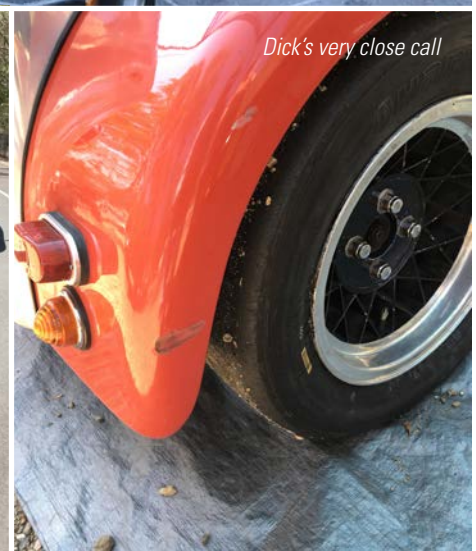
In transit



Keith, Dick and Daryl



Vyv waiting in line



Dick's very close call

MSCA Round 8 Super Sprint PHILLIP ISLAND



by David Buntin & Les Bone
photos: Cris Johansen

Normally, event reports are written by one person, which means (for good or bad) the report is flavoured by the writer's opinions. This time however, after Dave and I read a series of comments on the Aussieelises.com forum, we both agreed that the comments summed up the event perfectly. Need I say more?

Les

Comment from Josh Robbins:

It was a great day all round for all. Weather at the island doesn't get much better – especially this time of year.

Admittedly I'm surprised at my speed yesterday. Based on the previous owners Natsoft times the best the car had done was a high 1.48 on slicks. So based on this and the rest of the boys previous times I went into the day hoping to break the 50 barrier. To get into the 46s and just miss out on a 45 – well to say I'm happy is an understatement.

Credit to the previous owner/builder as the car is dialled in really well. I've adjusted a few things here and there but nothing too major. It's rock solid in the corners. Very confidence inspiring and gets better every time I drive it.

The rest of the gang apart from poor Chris O'Conner's mechanical seemingly had a great day. A few had fuelling issues to begin with, thankfully these were remedied quickly. Overall some good times put down by all, with PB's by Mr Moore and Mick. Lee Gardner rocked up with brand new paint and credit to him pushed



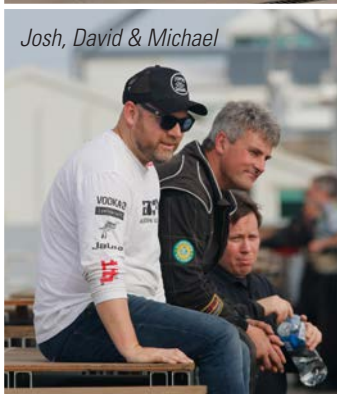
And away we go



Clubbie chatter



Elise preparation



Josh, David & Michael



Josh's Elise



M Moore



Trevor Ng



Petrina with clubbies



Bryan Sutor's Birkin



Rhett Parker



Tromp's Elise



Les Bone

just as hard as usual. Guy, Tromp and Michael all flirted with breaking the magic 2:00.0 min barrier – tantalisingly close – just not quite getting there in the end. Incentive to return to break the milestone!

Cris Johansen was busy sunning himself with his roof off all whilst being blisteringly quick as per usual. Rhett Parker kept the porkers and big bangers at bay once again showing the power of the Rover.

Overall, every class in which a Lotus was entered was won by a Lotus. Clearly, the dominant marque, and by some margin.

Top effort lads.

Comments by Mike Moore:

In the run up to Saturday, everyone told me how much I would enjoy "The Island". And then we got there and everyone started filling my head with how fast the circuit was and wishing me good luck the first time down the main straight as you head off in to the ocean. And don't go off, because even the ride-on mower got bogged last week. And, and, and...! So I was the unhealthy side of nervous by the time I hit the track, mostly because I was in the "fast group" and didn't want to be getting in the way.

By the end of the first session, I was grinning from ear to ear, wishing for just a couple more laps and hoping that I could still remember which way the track went for my next session.

It was my first time at Phillip Island and my first time on a properly "fast" circuit, and it took a

full three sessions to recalibrate my brain, but the Exige was as forgiving and encouraging as I have come to expect: a perfect companion for a relative beginner at a new and very special kind of track. And I even had my first overtaking experience (MSCA run things differently to the LOTDs), "diving" down the inside of a C63 into the hairpin coming off Lukey Heights. Cherries popped all round. And like all cherry popping experiences, it leaves you wanting more and thinking about what you could/should have done better. Or maybe that's just me but either way I'm back there in a couple of weeks, so I'm looking forward to it already.

But most of all, I was standing on top of the pit building with John Reece, watching the other Lotus doing their thing at one point and I said "On a day like today, this has to be one of the world's best motorsport views". It was another "this is the life" moment and I have a few of those this year. And they have all involved 1. Going round and round in circles; 2. Lotus cars; and 3. Chewing the fat with a bunch of really decent people who also enjoy going round and round in circles in their Lotus cars.

Thanks for being there and being such decent people. See you next time. This is the life.

PS. At my current session to session rate of improvement, I should be whipping your arse by mid-way through our next outing Josh.

Comments from Dave Buntin:

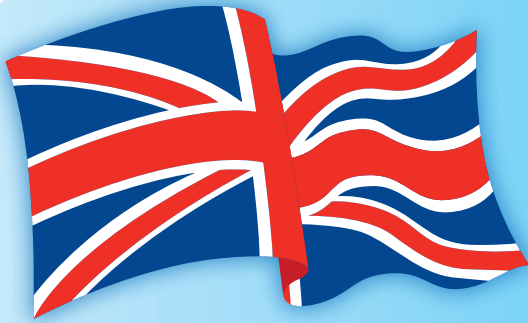
Finally, after a long winter's break and even a longer intermission for myself due some incident damage at Round 4 Sandown, we

all headed to Phillip Island for Round 8 of the championship. Traditionally the first event after the break generally has a full field as everyone is eager to get back to the track; this event was no different with 167 competitors entered. The forecast was for showers later in the day but as we know the Island had different ideas, and the day ended as a sunny 24 degrees with light winds – a perfect track day.

Apart from my return to the track with a shiny repaired car and the usual regulars there were other newbies to the Island – Michael Freeman in his Honda powered S2 Elise, Mike Moore in his S2 Exige S and Josh Robbins debuting his S1 Elise Honda powered race car to the Island for the first time. The expectation was that Josh would post some competitive times during the day from past performances at other tracks and he didn't let us down.

Credit must be given to the organisers as the whole day ran like clockwork despite the large field and the variety of cars. The Lotus cars dominated their classes and one particular car dominated all the field with Josh Robbins posting an impressive lap time of 1:46.0 – four seconds faster than the nearest Lotus competitor.

For myself it was mixed results, the car ran perfectly after the repairs although my head, courage and recent illness affected my ultimate performance on the day but, I will return as the enjoyment of being at the track is not only measured by personal times but, the comradery and friendship of our fellow competitors.



ALL BRITISH DAY

photos: Vyvyan Black







Lee arriving in the BRIGHT XBow



LCV AUTO CHALLENGE

by Kevin Neville
photos: Cris Johansen

Thirty-one lucky Lotus Club members got the opportunity to take part in the first ever event at the Metec Driver Training Centre in Bayswater North. We got the use of the skid pad and sealed single lane road to allow Josh Robins and the team at Race Solutions to run four skid pan, four timed road runs and two slalom events.

Our driving skills came to light on the skid pan. Did we know where we were going and could we go quicker on the second run? The car control

of those who mastered the skid pad was said 'to show the finesse of a ballerina with the forcefulness and noise of a bull.'

Congratulations to the top three place getters; Duncan Nuttall, Fintan McLoughlin and min Chan. A special thanks must also go to Georgia for catering for the event. What better way to start proceedings than with an egg and bacon sandwich?

This is not an event to be missed in the future.



Some quick machinery



Duncan Nuttall

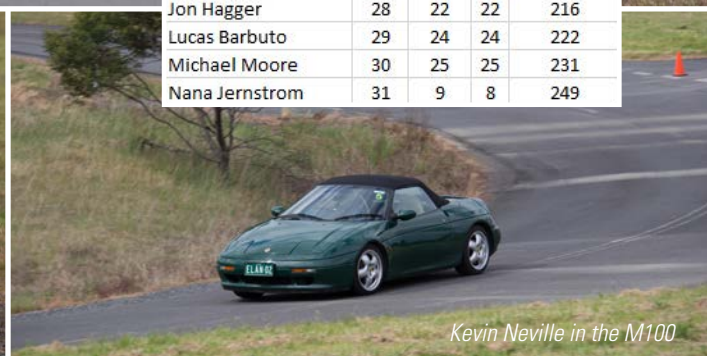
Duncan Nutall



Driver	Place	Driver	Car	Total Points
Duncan Nutall	1	11	11	32
Fintan McLoughlin	2	20	20	41
Min Chan	3	27	27	44
Leon Stapley	4	31	31	82
Ian Paterson	5	28	28	98
Joshua Robins	5	30	30	98
Hann Ong	7	3	3	99
David Buntin	8	8	8	103
Dave Evans	9	23	23	119
Nirangjan Nagarajah	10	13	13	134
Blake Arrowsmith	10	26	26	134
Andrew Dunne	12	18	18	135
Kristan Cook	12	21	21	135
Stephen Harrison	14	6	6	152
Tom Bartley	15	2	2	158
Guy Stevens	16	12	12	161
Kevin Neville	17	5	5	163
Chris Simonis	18	15	15	170
Joshua Oakley	19	32	32	174
Gerard Waldron	20	4	4	175
Cris Johansen	21	19	19	181
Vincent Chan	22	14	14	182
James Patterson	23	17	17	186
Les Bone	24	7	7	197
Damian Hartin	25	16	16	203
Karen Paterson	25	29	29	203
David Robson	27	1	1	209
Jon Hagger	28	22	22	216
Lucas Barbuto	29	24	24	222
Michael Moore	30	25	25	231
Nana Jernstrom	31	9	8	249



Mike Moore's lovely Ford GT



Kevin Neville in the M100



Kris Cook in his Elise



Drivers' briefing



Lots of Lotus lining up



Gerard Waldron

by Robert Barker



THE LOTUS EUROPA

Design and modifications

PART 3

I optimistically thought 'Project Europa' would take about five years to complete ... anyway, after fourteen years of blood, sweat and a few tears, the car was completed with ALL the specifications on my list, plus a few others, being ticked off.

"Expect some Fine Tuning and a Few 'Teething' Problems"...

As I was readying the car for registration, a friend said to me, "when you have done what you have done to that car, expect the need to 'fine tune' a few things and expect some 'teething problems'"

"and a Few Tears" ...

The two main causes of the 'few tears' were the transaxle gearbox and the original coil springs that were supplied from England, and to a much lesser degree, the heavy clutch pedal.

1. The Transaxle/Gearbox:

This was one of the first components to be changed as I wanted a 5-speed gearbox, with 5th gear being an overdrive for relaxed highway cruising, rather than the 4-speed that was in the car. After all, I live in the country and have to travel big distances to attend Lotus functions.

I never did any real research into the options and my knowledge was very limited. And, I knew that at the time of their manufacture Lotus had no real alternative to using the Renault 'box for the Europa. I forgot that time had moved on, my mistake! So I never really thought about replacing the box with anything other than a Renault 5-speed transaxle ... Porsche 'boxes were too expensive and I was unaware of the suitability of the Citroen (as used in the Esprit), VW or Subaru transaxles ... so my selection was limited by my ignorance.

Needless to say the transaxle has proved to be the biggest headache of the whole project and it kept cropping up for one reason or another

throughout the length of the project. It has resulted in me using three boxes before the issues were resolved ... making the Porsche option look cheap.

The first transaxle proved to be the wrong box; the second box had been stripped down and rebuilt by a fully qualified transmission technician. When the box was re-built he left out the ball-racers that stop you picking up two gears at once. So it would only be a matter of time before the transaxle would have locked up. Luckily it happened on the hoist while we were setting up the electronic speedo and cruise control, and not on the open road. The cost of replacing 5th gear cluster was to be north of \$2,000.00. As luck had it we found a Renault Fuego Turbo engined GTX sedan. This meant a 'sports box', meaning a more heavy duty, close ratio box that was designed to cope with the Fuego's Turbo option, good for 180 bhp. When we cracked it open it "look like new". Clearly it was not the original box and had very little evidence of wear. What a great outcome.

The other advantage was that we got all the fittings and levers, etc. for setting up the clutch cable – a real bonus. The gearbox was completely overhauled, new bearings, seals, etc. fitted and mated to engine; started, gears selected, up and down the gears, several times ... all good. Fingers crossed!

2. Error made with the Supply of the Coil Springs:

My first drive was to Canberra, under permit, to get the car's final inspection and test drive for its engineering certificate and registration. First impressions? ... to be brutally honest was a big disappointment for two reasons, its harsh, almost bone jarring ride (especially its harshness over even minor bumps) and its unacceptably heavy clutch. Neither was how I remembered and I questioned whether all my re-engineering had produced a car that was not at all pleasant to drive/ride in. In short, I had destroyed the essence of the Europa's design and created a 'lemon'.



A set of AVO Shock Absorbers and coils had been purchased from a well known English supplier of Europa parts. The supplier asked me to supply him with the weight for all four wheels (as a separate measurement), and, the overall weight of the car. I supplied these measurements set out in a table, in both kilos and pounds. He said he had coils that would suit and they were purchased. The shocks are fully adjustable and were supplied with poly bushes.

It was not until the car was completed, that one of the rear coil's shock absorber's head cap suffered a complete fatigue failure and the suspension collapsed. Luckily this occurred when I travelling at about 10-15kph. Apart from a bent coil spring there was no other damage. "Better be born lucky than rich", someone said to me as we waited for the tilt truck. The English supplier suggested that the suspension had a misalignment issue, which was checked and rejected. Then he suggested that perhaps the shock absorber was faulty. A new set of absorbers were supplied. Other people who had ridden in the car suggested 'coil bind' was the problem, but how could this be when all the weights were supplied!?

Fortunately for me, Graham Burton had been appointed Australian agent for AVO shocks. He is a fellow Europa owner and also a member of Club Lotus Australia and, had run a AVO workshop for one of the club's monthly meetings which I had attended. So I contacted him and outlined the problem. He asked me to send him the data I had sent to England and after explaining how to do it, asked me to take other measurements regarding ride height and coil compression (also photos) at rest with half a fuel load. The measurements and photos were taken and they, along with the data given to the English supplier, were sent to Graham. The measurements sent to England were given in BOTH kilos and lbs (Both clearly marked in bold type). Within minutes Graham had rang me back saying he knew what the problem probably was ... basically in 'suspension land' they only talk in imperial measurements and never in metric and despite it being clearly written down as Kilos, the English supplier had just read it as pounds, which meant the springs were less than half the rate they needed to be. He asked me to give him a day or two to confirm his calculations.

Two days later he came back with the results: at rest with half a fuel load and no occupants or luggage the springs were 65% compressed. With two people on board and a full load of luggage he calculated the compression would be over 75% at rest, add a little momentum and ... instant coil bind! Graham arranged for a new set of springs (with a 55% increase in spring rate) to be made in Sydney and, with



a new set of front shocks, it now seems the problem is solved. The difference to the ride is like "chalk and cheese". In fact these days you hear rather than feel bumps at cruising speeds

3. The heavy clutch

This was probably caused by the need to make some minor changes to the pedal box (to accommodate the air conditioner unit) upsetting the leverage of the pedals. The pedals were lengthened slightly which improved it, but the introduction of a vacuum assist unit (supplied by Les Siviour and fitted by Denis Lorenzi) transformed it completely. Now you can use the clutch comfortably with bare feet.

Both these issues were not really 'teething problems' but engineering errors, the main real 'teething problems' involved the cruise control, the air conditioner and correcting the alignment of the body:

1. Cruise Control would not engage due to a poorly adjusted cut-out switch on the clutch, cured by a simple adjustment.
2. Intermittent operation of the Air Conditioner started to occur on our return from LOTUS2015 in the middle of the Hay Plain on a very hot and dusty day. My immediate response was to turn the air con off. Back at the workshop

it was found that one of the wires of the high/low pressure valve was too close to the spare wheel and had been broken by rubbing of the wheel. Sometimes the wires would make a contact and the air con would work, other times they would break the contact causing the unit to shudder violently and stop working. This problem was easily fixed by a simple relocating of the wires, now they are unable to come into contact with the spare wheel.

Other "teething problems" included the left hand window jamming shut due to worn teeth in the lift mechanism, requiring rebuilding the teeth; vacuum operated heater switch that defaulted to the 'on' setting every time the engine was turned off – cured by installing a tap that shuts off the heater pipes (in summer); and, a broken accelerator pedal caused by a error in its construction (and no doubt enthusiastic use).

So after two years, three trouble free and very comfortable trips to Sydney, one to Newcastle, another to Beechworth, hopefully (touch wood) all our "teething problems" are behind us and I can enjoy many more miles of cruising, club rallying, meeting like minded people and a few hours in the workshop tinkering and making improvements.





A Pair of Clowns



LCQ Team



BOM



Drying out



HSCC Khanacross October 2017

by Shane Murphy
photos: Dick Reynolds & Shane Murphy



Lunch time

With two competition events cancelled due to "noise complaints" and with the Noosa Hillclimb and Christmas fast approaching, Dick and I thought we would get in a little more car time and enter the HSCC October Khanacross.

For the week prior, South-East Queensland was treated to a series of storms and as the weekend crept closer the threat of more rain loomed, the bureau predicting over 100 millimetres of rain on Saturday and Sunday.

Well, the bureau was correct and as the dawn broke over Brisbane the rain bucketed down, never-the-less, we headed out to Willowbank, Dick feeling the brunt of it, with an hour's wet

slog, even before the track events started. Check out the BOM picture early Sunday morning!

Thirty-four cars entered, two tests were laid out, both challenging given the wet conditions. The first test was tricky 11 corner blast through the car park, the second was sprint, up and down the drag strip, with a loop and three sets of chicanes thrown in for good measure.

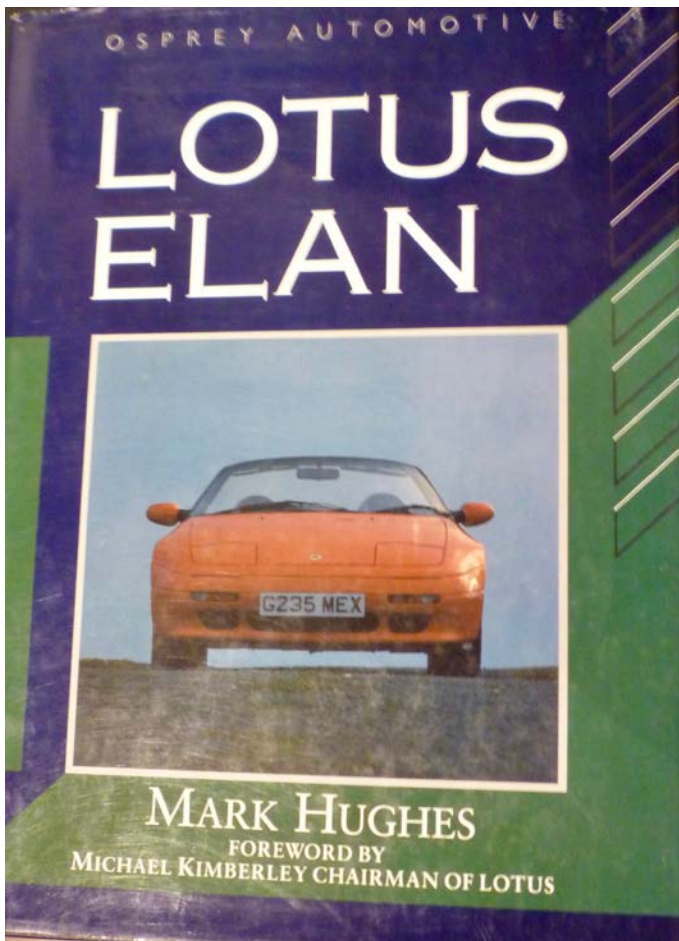
All 34 cars lined up, and cycled through both courses. After an hour the clerk of course declared that the drag strip test was a little dangerous in the pouring rain, so it was abandoned on safety grounds.

I had a good day with plenty of runs, no spins and no penalty's, Dick on the other hand, had a day to forget with plenty of drift action and numerous three sixty spins.

An early day given the rain and mud, but as usual a well organised event and plenty of laughs.

The HSCC had recently purchased a new timing kit, virtually identical to the kit Daryl purchased for our club a little while back. After a few hiccups the gear performed brilliantly.

A nice warm-up for Noosa in about three weeks.



▲ LOTUS ELAN (M100) BOOK BY MARK HUGHES

Osprey, UK, 1992. Hardcover. VG condition with dust jacket. The only book on the development of the M100 that I am aware of. The book includes the most complete published account of the corporate battles and intrigues that ultimately led to General Motors acquiring Lotus ahead of Toyota which already had a stake in the company.

\$75. Peter Hill 0411111439



▲ LOTUS EUROPA S2007 – 121

Rare Vehicle

Metallic paint – Storm Titanium in colour.

Certificate from Lotus Factory verifies only 2–121's of this colour in Australia.

Only 21–121's in total in Australia.

22k kms. Excellent condition.

- Air conditioning
- Electric windows
- Sensational Alpine 4 speaker sound system
- Central locking.

Too many modifications to list, but happy to discuss with interested buyers.

\$75,000.00

Contact Tim Moore on 0407780220 or timothybmoore@bigpond.com

EXIGE TYRES

Yokohama Advan Neova tyres, complete set.

Suit Exige 205/45/16 x 2 235/40/17 x 2

Used once only for approx. 200K.

Perfect condition.

Pick up Sunshine Coast or Brisbane.

\$900.00 ONO Cam Anderson 0412 364 672.

LOTUS ELAN ('60S/'70S) WORKSHOP MANUAL.

\$45 plus postage.

Contact Peter Hill:

0411111439



Classic & Sports Auto Interiors

Vintage Veteran Hot Rod & Kit car Motor Trimming

Call Tony McConnell for advice on your next project

Factory 18/23 Susan St Eltham 3095

P: 9431 4070 M: 0417 017 420

www.classicandsports.com.au



Lotus Notes Magazine Editorial Team

Lotus & Clubman Notes is the official magazine of Lotus Club Victoria Inc. (LCV), ABN 75 071 773 306 and Lotus Club Queensland Inc. (LCQ), ABN 56 290 195 876. The views and contents of the articles printed in *Lotus & Clubman Notes* are those of the authors and do not represent those held by the Editor or by the relevant Club Committee.

No part of this magazine may be reproduced without written permission from the relevant Committee. Articles for *Lotus & Clubman Notes* are always welcome.

The magazine deadline is strictly the 18th of each month. Extensions are possible only by prior arrangement. Please send articles as MS Word documents, (text only) and images / photos / scans as separate high resolution, large jpegs (300dpi minimum for scans) to your Club Coordinator or editor@lotusclubvic.asn.au

Magazine co-ordinators:

Peter Murray & Peter Hill
Vic. & final magazine
editor@lotusclubvic.asn.au

Shane Murphy
Qld
editor@lotusclubqueensland.com

STATE CLUB MEETING PLACES

CLA WA Contact:

Eddie Lankhorst
0414 431 589
vicked3095@live.com

South Australia – CLA

1st Sunday each month
Contact Mike Bennett
Ph 08 8339 2605
bennett453@ozemail.com.au
16 Woorabinda Drive,
Stirling SA 5152

Magazine Design & Layout:

Polar Design Pty Ltd
www.polar-design.com.au
Steve Blackie (07) 5561 1777
steve@polar-design.com.au

Classifieds

FOR SALE



Blake Arrowsmith

Engineering Director

T: 0430507676

E: blake@arrowspe.com.au

5 Holyrood Drive, Vermont,
Vic. 3133

Arrows Performance Engineering

VASS Engineering Reports
VSS Engineering Testing and reports
Race and Performance Vehicle Engineering



Richard Mann 0419 565 959

Specializing in fibreglass and mechanical repairs.
Lotus Elans, Europas and Alpine A110

Located in Port Melbourne
email : richard.mann047@gmail.com



**ALL CORPORATE AND CLUB GEAR, SPECIALIZING IN
HI-TECH WARM VESTS SWEATERS AND JACKETS AT
LOW PRICES, EMBROIDERY AVAILABLE.**

**Mel & Phil Mollison. 03 9850 7100
0418 404464 mmolly@megacom.com.au
www.knightmarketing.com.au**

Classifieds Advertising Regs

Line advertisement: All ads run for a period of three months in both *Lotus & Clubman Notes* magazine and on the website. Maximum length of five lines. Sale price and vehicle registration (or engine number if not registered) must be included. Members: FREE Non-members: \$10.00

Line advertisement with photo:

As above, plus photograph. Members: \$10.00 Non-members: \$30.00



Australia's newest online community

Get connected and share your passion



Upload and Share

Share photos & videos of your current and past cars and bikes.



Connect with Enthusiasts

Find enthusiasts and Car Clubs that share your passion.



Keep up to date

Get all the latest automotive news, events and offers.

Join now at shannons.com.au/club



INSURANCE FOR MOTORING ENTHUSIASTS | CALL 13 46 46 FOR A QUOTE | SHANNONS.COM.AU

Shannons Pty Limited ABN 91 099 692 636 is an authorised representative of AAI Limited ABN 48 005 297 807, the product issuer.



Chris' Exige. Photo: Peter Hill



The Lads. Photo: Vyvyan Black



www.lotusclubvic.asn.au
www.lotusclubqueensland.com